

## JITNEY BUS LAW SENT TO COUNCIL

Drafts of Ordinance Mailed  
Anonymously Believed to  
Have Come from Traction  
Heads.

That the Chicago, South Bend & Northern Indiana Traction Co. is in fact as well as theory a party to the suit of the Terre Haute, Indianapolis & Eastern Traction interests against the jitney buses, instituted before the state public service commission, became evident yesterday in a telegram from Indianapolis announcing the presence there at the hearing of Atty. W. A. McNerny to represent the local concern. Simultaneously, councilmen of South Bend were in receipt of a new draft of an ordinance for passage by the city, mailed anonymously, but quite evidently the concept of the traction interests. McNerny, at Indianapolis, according to the telegram, makes the covert threat that unless regulation by the commission proves available as the result of the suit, no more money will be invested in traction lines. Practically all the big traction companies of the state have interposed with the Terre Haute petitioners and are being heard by the commission in an effort to put the jitneys under state regulation; this notwithstanding that the legislature at the last session refused to confer such power upon the commission.

The presence of Atty. McNerny at Indianapolis on this case as counsel for the Northern Indiana, might be something of a surprise were the local traction magnates to be taken seriously incident to their recent denials as to their being interested in the Terre Haute petition. A knowledge of the petition and of the contents of the "convincing" briefs of counsel, calculated to convince the commission that the legislature meant to empower it to regulate something that did not exist at the time of passage of the commission law, however, has heretofore been admitted. The hearing of the Terre Haute petition is said to have been "augmented" by the entrance of all the big traction interests into the case.

**Councilmen Are Puzzled.**  
Councilmen in receipt of the anonymous ordinance are puzzled, anticipating its source, that such a law should be wanted with the local traction interests taking part in the case before the commission. Such, however, is the expression of those who have been interviewed on the subject. Perhaps, it is concluded, that such is to be the type of regulation to be asked of the commission, and it is likely what the traction company will be willing to accept should the commission suit fail. Attention is called to the fact that one of the Murdoch brothers recently purchased a half million dollar home in Indianapolis, probably with the money that the local street railways have been running behind, not only since the jitneys came, but for years previous, preventing the payment of any dividends.

Attention is also called to the fact that the ordinance seeks to render the city liable for accidents of jitney buses, through accepting bonds from them to protect the city, a provision that does not now exist. Other features of the proposed ordinance follow:

**Proposed Ordinance**  
A license fee of \$15 a year for the first vehicle, \$10 for the second and \$5 each for every other vehicle in service.

An annual bond of \$1,000 for payment of damages resulting from accidents, etc.

Vehicles must adhere to the principles of the present traffic ordinance.

Must follow directions of patrons instead of operating only on street where there are at present street car tracks.

Jitney bus drivers must not shout to patrons, but must wait until they are applied to for service.

Fixes the maximum fee for each passenger at 25 cents a trip, but fails to set forth a minimum fee.

In cases where long trips are asked, the driver may ask a fee of 50 cents, if the trip is one of more than one mile.

Provides for a suspension of license if lights of a reasonable brightness are not displayed on either side and on the inside of each vehicle.

Passengers of doubtful character or intoxicated persons are not to be accepted by jitney bus drivers.

If in their opinion the objectionable ones are detrimental to the security and peace of the other passengers.

Provides for a fine not exceeding \$100 if the provisions of the ordinance are not adhered to, and a jail term of not exceeding 30 days.

On the whole, it appears the proposed ordinance is comparatively more favorable to the jitney bus drivers than was the former one, as it provides for a bond of only \$1,000, which while a job at the city's financial welfare, will be welcomed by the jitney bus man. Such a bond will cost, if secured through a security company of bonding, not more than \$20 a year, where it was expected that that bond would not exceed \$10,000, or nearly \$240 to the driver.

However, the drafters of the ordinance failed, evidently, to weigh the results of a \$1,000 bond. Aside from placing the city in a responsible position whenever a damage suit was instituted, it would allow the jitney driver to withdraw from whatever cases might arise, and allow the city to fight them alone. It has been the experience of American cities, and especially Indiana cities, that the

city is not a party to the suit, but that the traction company is.

It is believed that the traction company is the real party to the suit, and that the city is being used as a shield.

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## Is Putting Up Desperate Fight



GRAND DUKE NIKOLAI NIKOLAEVICH.

This is the most recent photograph of Grand Duke Nikolai Nikolaevich, uncle of the czar of Russia, and commander of the Russian armies in the field. The grand duke is personally commanding the forces defending Warsaw against the German onrush. He won the Cross of St. George as early as 1873 in the war against Turkey. He did not serve, however, in

the recent war against Japan. He is best known as a cavalry officer, but is conceded to be one of the ablest strategists in Europe. In personal appearance he is striking; he stands over 6 feet 3 inches in height and has a most distinguished and commanding presence. He is 53 years old and very erect and active.

## Why I Married a Second Time

By Dorothy Dix.

"I married a second time," said the contented looking man, "for the best and happiest reason in the world—because I fell wildly, madly, passionately, romantically in love with a woman with a love such as no boy is capable of experiencing."

"I was one of the innumerable victims of early marriage. When I was nothing but an immature, undeveloped boy my fancy was caught by a pretty, little pink and white and gold girl, with rosy cheeks and baby blue eyes, and yellow curls."

"We had the same taste in ice cream soda, and our steps matched in dancing, and from these great and unmistakable evidences of mutual sympathy, we decided that we were created for each other, and had been mysteriously brought together by an All Wise Providence."

"It is one of the greatest blessings of poverty that most boys haven't enough money to marry their first sweetheart, and by the time they have accumulated the wherewithal to go to housekeeping, the girl they have loved so completely from their attack of calf love and so they are saved from wrecking their lives on the rocks of a youthful marriage."

"Unhappily for me, I was an orphan and had come into a large fortune on my 21st birthday, so there was nothing to stand in the way of my indulging in any kind of fatal folly to which I felt inclined, and before I was two-and-twenty I had done my best to ruin my life by making an utterly unsuitable marriage."

"Understand me, I am saying nothing against my little child wife—"

courts show little consideration for a municipality's financial situation. The ordinance further provides that the rules of the present traffic ordinance must be adhered to strictly. This seems an unnecessary ruling, according to members of the council who received copies of the ordinance, since it has been said by officers in charge of the city's traffic that the jitney bus driver is the most careful observer of traffic rules in the city. He, also, realizes that to keep the jitney bus traffic alive, it behooves him to live up to the regulations of the city.

An evidence that the newest bill came from the street car company is embodied in that section which provides that jitney buses shall be barred from streets upon which there are at present street car tracks, or shall at least be governed by the directions given by its passengers. This section is criticised more heavily, perhaps, than any other. Members of the council who received the proposed ordinance declare that competition and profit are killed, if such a section is allowed to exist in an ordinance.

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## WILL REPEAT PLAY

Members of the Mt. Zion Baptist church will repeat the production of "The New Minister" at the church hall tonight. The performance was given some time ago and was so successful that it is being given over for those who failed to see it. Mrs. Theresa Gloria will furnish the music for the performance and the leading role will be taken by Frederick Coker.

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